

Claims

1. An exhaust emission control apparatus for an internal combustion engine, comprising:

a control device that provides control to suspend combustion of at least one of cylinders according to an operating state of the internal combustion engine;

a first exhaust passage connected to the suspended cylinders;

a second exhaust passage connected to operating cylinders other than the suspended cylinders;

a second exhaust purifying catalyst disposed in said second exhaust passage;

and

a first exhaust purifying catalyst disposed in said first exhaust passage and having a higher capability to purify exhaust gas than said second exhaust purifying catalyst.

2. An exhaust emission control apparatus for an internal combustion engine according to claim 1, wherein said control device is operable when combustion of the suspended cylinders is suspended, for providing control to stop supply of fuel to the suspended cylinders first, and then stop at least one of an intake valve and an exhaust valve of the suspended cylinders when a predetermined period of time has elapsed after the supply of fuel is stopped.

3. An exhaust emission control apparatus for an internal combustion engine according to claim 1, wherein said first exhaust purifying catalyst contains a larger amount of noble metal than said second exhaust purifying catalyst.

4. An exhaust emission control apparatus for an internal combustion engine according to claim 1, wherein said first exhaust purifying catalyst is a NO_x

occluding catalyst capable of occluding NO_x in exhaust gas.

5. An exhaust emission control apparatus for an internal combustion engine according to claim 1, wherein said first exhaust purifying catalyst has a larger catalytic capacity than said second exhaust purifying catalyst.

6. An exhaust emission control apparatus for an internal combustion engine according to claim 1, wherein the internal combustion engine comprises a V shape internal combustion engine.

7. An exhaust emission control apparatus for an internal combustion engine according to claim 6, wherein the suspended cylinders constitute one bank of the V shape internal combustion engine, and the operating cylinders constitute an other bank of the V shaped internal combustion engine.